THE ATLANTIC SQUADRON.

Mismanagement of the Navy-Why More Cannot Be Expected of It.

PECULIARITIES OF CONGRESSMEN.

Life in the Wardroom - No Better in the World.

ON BOARD UNITED STATES STRAMSHIP WABASA, KEY WEST, Jan. 15, 1874. atiful little land-locked harbor of to the open roadstead of Key West; with its background of woody hills, neights, towering clims and receding slopes, with gardens, clothed with olive trees and d with villas, lying warm and sleepy in the Key West, with its hybrid, mongrel, negroas every officer of the American squadron were curses, not loud, perhaps, but deep, on the heads of the Cubans and Spaniards rs, gathered on the poop, gazed sadly on the sting shore, the quaint, old-fashioned, sharpnow crowded with carriages, horses and of them left families, wives and children, from e arms they had been torn on the short notice ours, they might not see them again ft attachments and brought away heartaches

Wabash, and, with an hour's time to pack my welling bag. I found myself very unexpectedly way to my native land on a man-of-war a absence of five years. I was very kindly Franklin, as well as all the officers of the wardled as though I had been among them all ie. We left the harbor of Villefranche, bunded the point separating it from Nice, teamed past the latter place, with its broad, de along the water's edge, its white illas and dark background of mountains, rocks d trees lying bathed in a sea of mellow lightok among the hills in the smoky distance far he-

were six days from Nice to Gibraltar, and ongress, Alaska and Wachusett waiting for us ad ready to put to sea. They all left a few hours ward, while we stopped twenty-four hours to ake in 200 tons of coal; then, on the 30th of ander way, and by morning were far out on the "HOMEWARD BOUND."

Running down the coast of Africa, under steam nd sail leaving the Canary Isles to the south, we struck the trade winds in about latitude 21, when out sen days.

The Wabash cannot carry enough coal to steam across the Atlantic, and is therefore obliged to depend on the wind for the greater part of the

An idea may be formed of the pitiable state of decay into which our navy has fallen, when it is learned that the Wabash, one of the largest and swiftest ships in the fleet, can only steam six knots per hour, while consuming coal at the fright-ful rate of forty tons per day. A Spanish iron-clad could run her down, run around her, run away from her, out-manœuvre her with the greatest such an antagonist than an old floating battery. new ship just finished, the Wabash is among the swiftest vessels of our fleet.

This is a very embarrassing position in which to be found with a foreign war upon our hands; but, strange as it may seem, it brings out in brilliant ple, and the sage wisdom of our statesmen. We are conomical, and, unlike the old-logy governments of Europe, who keep up their navies in times of peace, we allow ours to go to the dogs; but when does come we hurriedly scrape together a number of old, slow, rotten, worthless ships, that ad one something of Faistaff's ragamuffins, and about as efficient against a respectable enemy. The beauty of this system is that it does not cost h. A fleet hurriedly got together and built up much. A fleet hurriedly got together and built up under these circumstances will always cost some-thing more than the magnificent iron-clad fleet of nd, and then in the end, even if victorious, we have nothing to show for it.
THIS IS TRUE ECONOMY.

and yet I have met people who were mad enough to instinuate that the Americans were not the most intelligent people in the world and their states-men not the very impersonation of far-seeing

It is true that even now we have not a single man-of-war in Europe to protect American commerce, and that Spain has only to mount a couple of howtreers on a fast merchant steamer to run down and capture every ship bearing the Stars and Stripes in the Mediterranean, or in European waters for that matter; but as Mr. Boutweil and Mr. Pish, whose breadth of mind and grasp of intellect are acknowledged by the most vulgar, have truthfully and forcibly observed "if Americans do not wish to be maltreated, robbed and shot in foreign countries jet them keep away." and "if

foreign countries let them keep away," and "If American saips do not wish to be captured let them stay at home." This original and striking proposition, this bold and ingenious conception for protecting American interests abroad is one that the old fogy statesmen of Europe, bound down to the routine of the past, would never have conceived, and one which we owe entirely to the mighty intellects and comprehensive views of American statesmen.

There is one remark that may be made on the subject which may be new to the mass of Americans, usually so well informed and so intelligent. It is that our navy costs nearly half as much as that of England. I sm afraid that we have allowed curvelves to believe that the English spend about a hundred times more upon their navy than we do upon ours, and that they are thus impoverishing themselves while we are hoarding our wealth for stuters needs. This is a mistake, unimportant, it is true, but one that should, hevertheless, not be allowed to escape uncorrected.

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The Secretary of the Navy, in his report, says:—
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she now has in commission tol that series frigates, shoops and gunboats." This magnificent fleet, that makes England marrows of the seek and able to control all the siner fleet of the world combined, south he is south of the seek and able to control all the siner fleet of the world combined, south he is south of the seek and able to control all the siner fleet of the world combined, south he is south of the fleet of the seek and and the seek and seek and

Besides, Congressmen have very peculiar ways of supervising the management of the navy yards and looking after their interior workings. The result is that, as a rule, four workmen do the work of one and receive the pay of eight. If the officer in charge discovers any of them missppropriating naval stores, as is often the case, and expresses his sentiments on the matter, Congressmen put their heads together, he is sent on a three years' cruise in the South Pacific and the rights of Congressional constituent protogés are maintained. Sheemakers are employed as iron workers and country carpenters are transformed into first class machinists by the skill of Congressional friends. Transformations such as were never dreamed of by Niblo's take place in the navy yards, without creating either surprise or curtosity, except on the part of naval officers, who are always in a toolishiy chronic state of surprise or curtosity, except on the part of naval officers, who are always in a toolishiy chronic state of surprise or curtosity, except on the part of naval officers, who are always in a toolishiy chronic state of surprise or curtosity, except on the part of naval officers, who are always in a toolishiy chronic state of surprise or curtosity, except on the part of naval officers, who are always in a consistive of management of the surprise of curtosity, except on the subject.

I do not refer to these matters to impure the motives of our honorable lawgivers and legislators; far be it from me to insinuate that they are not actuated by the purest and noblest sentiments that can fill a Congressman's breast. God forbid that is should for a moment reflect upon the honesty of our denators and statesmen. I only wish to state facts, without comment, to show that more dannel from the part of the surprise of the sur

advantage, and cannot be expected to produce the results with the same money as obtained by the English Naty.

LIFE ON A MAN-OF-WAR.

As few of my readers bave, perhaps, ever lived aboard of a man-of-war I will give a short description of our way of life on the Wabash.

And, first, something with regard to her size and dimensions. She is over 300 feet in length by forty feet breadth of beam; she draws twenty-six feet of water, and her whole depth, froom her poop to the keel, about fifty feet, or the height of a moderate four story house. Her mainmast is 200 feet high irom the spar deck, and the length of her main-yard 110 feet, while her spread of sait on the foremast, with the wind at and studding sails set on each side is 150 feet—a beautiful and graceful pyramid of sail 200 feet high. As to her interfor arrangements, she is divided into several stories. First, counting from the top, is the "poop," that elemid of sail 200 teet high. As to her interior arrangements, she is divided into several stories. First, counting from the top, is the "poop," that elevated portion of the deck immediately behind the mizzeumast, where the officer of the deck paces back and forth and commands the ship, and where we go of an evening to walk, talk and smoke. Beneath the poop is the Captain's cabin, which opens out on the spar deck, from where the ship is worked, and where, in addition to great coils of rope, rigging and two or three boats, are ranged 18 9-inch guns and one il-inch pivot. One story lower is the gun deck, where are ranged 24 9-inch guns and two rines, and here are sing at night the hammocks of the captain's cabin, is the Admiral's cabin, and here of an afternoon we set around a vacant gun port and talk, read, quarrei, smoke and play at shovelboard. Still one story lower is the berth deck, where are the wardroom, offices, steerage and sick bay." There are no bad smells, no suspicious odors, no disorder, no contusion—everthing goes on like clockwork, and the whole ship is kept scrubbed, scoured and polished in a way that would do a Dutch housewife's heart good to see.

The CREW

is composed of about 700 men, who raceive ratious and from \$15 to \$30 per month. They have breakfast at seven, dinner at tweive, supper at five, and their bugie call to "hammocks" is "Put me in my little bed."

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their bugle call to "hammocks" is "Put me in my
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The wardroom of the Wabash is large, roomy,
well lighted, well ventilated, and I did not find life
in it during forty days by any means as dull as I
had expected. The mess consists of about twenty
officers, all good leilows, and making up a very
merry little society. There are five lieutenants,
one flar lieutenant, the executive officer, the navigating officer, two marine officers, three surgeons,
three engineers, the paymaster, the admiral's
secretary, all presided over and kept in order in a
dignified manner by Chaplain Henderson. In addition to the table—which is supplied exclusively
from the pockets of the officers, and not from the
government exchequer, as is too often asserted—
there is a "wine mess" and a "cigar mess," by
which means wine and cigars are furnished those
who want them at European wholesale prices. We
take coffee at eight in the morning, breakfast at
twelve, dine at six, and all lights are put out at
midnight.

We have an excellent band of music, which plays
every day at dinner, and serves to ighten the monotony of many a weary nour with the "Prophet,"
the "Huguenots." "Troubadour," Rigoletto, "Blue
Beard" or "La Pille de madame Angot." There is
religious service every Sunday, at which I was
sorry to observe that few of the crew assisted.
The influence of the chaplain in the ward room is,
however, very beneficial and effective in preventing too great looseness of speech among younger
members and keeping conversation from degenerating into the stupidly profane, as it too often
does in the society of men unrestrained by the
presence of woman or some other renning influence.

Our voyage, although a long one, was not, upon
the whole, unpleasant. If we had not been anxious
to arrive and learn the new—I we had nothing in
particular to do, I can imagine nothing more deisylthia than such a voyage. As soon as we arrived wit

scrubbed and scoured, around a large open gun port, and

TALE, READ, SMOKE, QUARREL
and play shovelboard or lazily watch the tilver flying sish shoot out of the water, chased by a porpose or a black backed sperm whale that would go dashing alongside, exuiting in his strength and speed, reveiling in the pure, clear water in a way that made you envy him; a safi, white and ghostly, gliding along the horizon, and the blue waters over which the sun threw long lines of trembling, shimmering light, so darkly beautiful, so calmly majestic, so gracefully undulating with the even measured musical rhythm of the broad Atlautic swell that rose up along the ship's side in long waves, reminding one in its feline grace and softness and gentle purring of some hage and smitted to be stroked. And then the evenings were delightful when we gathered on the poop to smoke our cigars, watch the stars, the tall white sails looming up high and ghostly in the darkness like migney spectres, and listen to the yind stang with its ever coasciess mur-

the is still of a mild, penetrating, all-pervading charm.

Live of the warms conting and their little faults, shortcomings and defects, as well as amiable qualities become planny apparent; you learn to know them here as you never learn to know them anywhere cless, and you have a chance to study those little differences of character, those alight shades of temperament, those delicate memotamia, which always escape at a first view. It is a little family community in which everybody throws off restraint, appears as he really is, and it is probably the best school for studying human nature in the world. One is astonished to use how different people are, after forty days of wardroom acquaintance, from what they appeared when you were first introduced to them. Each and every man has developed characteristics and qualities at first unsuspected, so that now, looking back to my first entry into the wardroom, it seems as though an entirely different set of men had gradually slipped into the places of those it then met. In addition to this there is a frankness of apeech, an open way of burning out the truth, of expressing opinions on personal matters that, to a man used to the studied, overdone politeness of formal European society, is as novel as it is refreshing. Not that there is an absence of true politeness. There is that kindly feeling, that regard for each other which is the essence of the politeness. There is that kindly feeling that regard for each other which is the telling of more or less palatable truths. A man soon finds his level in a wardroom mass. No low wit nor old stories will go down here, and if he has in any way unknown to himself a talent of horing people he soon finds it out. There is no laise politeness here, no gentle flatter, no smooth-faced deceit, and the result is that there is no backbiting, no detraction, no make the country'—that is, out in the main

sman of lating crockery, man, up an ever sunning din that was fearful. From out this noise i could catch the following somewhat spicy snatches of conversation:

"Well, we're our country's noble defenders, and when"—"" "John Bestboy, — your soul, I told you to bring me a cup of codee." "She's wallowing about like an old log." "Oh! I like the sea—ugh!" "No, thank you; I don't drink now. I'm living to be worthy or her." "I do nereby formally and emphatically consign Guba and Spain, with all their miserable, God-forsaken inhabitants, to the lowermost regions of —," "When you see Charley lingering over a pretty girs's hand you can bet there's something nice there. (Orash of failing crockery.) Oh, my God! will nobody fasten up those giasses? There won't be a giass nor a tumber left to drink out of." The wind is aft and we are under reefed topsalis. I know where Willeyieft his heart. Nice, nice man, you are. You ought to be ashamed. You have already told that story several times. Burke. (Cries of "Burke." "Burke," running around the table.) If after all there is war, and we should go to Cuba, I pity them. Not wisety, but too well, the story of a lire by Ounda. Oh, heavens! (tragically) he nings humsell upon his snow white steed—(cries of "Coal black!" "Coal black!" —coal black steed, while his heart bounds up with one great and mighty throb; he drives the rowels deep into the sides of the noble beast, who rears, plunges madly and then dashes furiously down the road—onward, onward, to the throbbing brink of the souricate precipice—he reaches it—one last, long, lingering look upon this bright, beautinul world, and then for disparaissent, oh heavens! I had rather he a toad at once, and fede upon the foul and noisome vapors of a dungeon, than such a cut-let. Oh, you may object and be—fe suis la fille, je suis la fille. You will, I know, excuse the bluntrainer he a toad at once, and seed upon the low and noisome vapors of a dungeon, than such a cutlet. Oh, you may object and be—je suis la fille, je suis la fille, You will, I know, excuse the bluntness of a soldier, but you strike me as being exceedingly idiotic this morning. I will bet any man a bottle of champagne we set our Christmas dinner in Key West. And so on until my brain began to whirl.

a bottle of champagne we eat our Christmas dinner in Key West. And so on until my brain began to whirl.

Judging by what I heard, I concluded that I had got into a pretty lively crowd, and began to wonder how I would get on among them. Peering a around the head of my oot, which was tossing about at a fearful rate, I saw them sitting at table, some reading or trying to read, some breakinsting as well as they could, while holding on to things to keep from upsetting, while the wafter boys made mid darts and plunges from one side of the ward room to the other as the ship rolled, with their shands ful of dishes, which they only sometimes succeeded in bringing intact to the table, and the timbers screeched and groaned as though they really couldn't stann it any longer.

Beginning now, however, to leel a strange and to goes and the subsequent proceedings interested me no more that day.

I only turned out next day, when the weather had somewhat settled, to take my place at table with my new companions. I found them all kind, generous and obliging, and now, after forty days at sea, I have no reason to change my first favorable opinion of them. They are gentlemen by education and manners, and for dash, brilliancy, knowledge of their profession and ingenuity in adapting inadequate means to the accomplish-

cation and manners, and for dash, brilliancy, knowledge of their profession and ingenuity in adapting inadequate means to the accomplishment of desired ends I do not think they have their superiors in the world.

Any one who has been with them much cannot have alied to remark a sense of honor of a kind and degree very different from the mercantile and political classes of our country. They are men to whom the wild speculation, stock gambling and Buchu enterprise of the commercial classes and the vile corruption, thievery, bribery and low cunning of politicians and Congressmen are unknown—men who, if offered a bribe, reply with a blow, and who can afford to look down on shoddyism in its every shape and form with contempt. We are a great and mighty people in many things, but we are a commercial people are not renowned for their high sense of honor. It is well for the country that we have a little knot of men like the officers of the army and navy, among whom (until they allow themselves to be drawn into the slimy vortex of politics) the old fashioned ideas of honor and honesty still survive, whose standard of honor is something different irom that of politicians, Congressmen and stock prokers—a little knot of men forming the aristocracy, not of wealth, but of honor and honesty.

THE DEST OF VIRGINIA.

Governor Kemper to Propose a Compromise with the State Creditors—Congress To Be Asked for Assistance.

RICHMOND, Va., Jan. 28, 1874. It has been known here by those en rapport with Governor Kemper that he is preparing a message to the General Assembly on the financial condition of the State—a subject of great intricacy, and the rock on which Governor Walker stranded. The Overnor is understood to have most declosed views on the question of the State debt, and the hearta-tion in the delivery of these views has resulted on the question of the State debt, and the heariation in the delivery of these views has resulted rather from a prudential caution in the mode and time of presentation than from any want of confidence in the integrity of the plan to be presented. Without entering upon details, his general proposition is understood to be to reduce all the different classes of debt into one, and to issue in lieu thereof the bonds of the State, either to bear six per cent on the market value of the existing bends, assuming that to be 450 per share, or three per cent on the present par value.

The plan proposes that commissioners are to be appointed by the Governor, charged with the duty of laying before the creditors of the State ber liabilities, ner assets, the causes of her inability to meet her obligations and the depressed condition of her people—in a word, as a merchant with his creditors, to compound with the debtor upon terms of equity and right. It is a fact that Virginia has endeavored to give to her creditors not only the "pound of flesh," but even drops of blood in the shape of interest, and of interest upon interest. Yet it can be no longer concealed that her ability is not equal to her will. It has already been demonstrated that she cannot meet four per cent on her debt and carry on the government, and it is painfully felt that her people—an application to Congress for a loan, which, with the compromise hoped for with her creditors, will bring that relief so greatly needed by this people—an application to Congress, it is believed, to assume their obligation; but the Governor proposes simply a loan of the bonds of the general government, which are to be returned as soon as the State shall be able to do so. Virginia last year undertook to pay four per cent in cash, giving certificates for the deferred balance. It is now very clear that she cannot comply with this law, unless the taxes shall be able to do so. Virginia last year undertook to pay four per cent in cash, giving certificates for the deferred balance. It is no

CHARGED WITH LARCENY.

Michael Sullivan and Mrs. Mary McCaoe, of Cambridge, Mass., were arrested yesterday by the po-lice, charged with absconding from that city with \$450, the property of a Miss Hackett. They will be sent to Cambridge to-day, after being arranged at the Tomba Police Court. NEW JERSEY LEGISLATURE.

Jarrard's Gas-The First Gun of the Bailroad War-Patterson Replies to

creased to such an extent as to necessitate an extension of the sessions of both houses to the usual number of days during the past week. In the Sea-

authorizes the Board of Chosen Freeholders of Hudson county to condemn and take for public county farm. The first section of this bill sets forth that said portion of land is to be used for the purposes of an almshouse, jail, workhouse, inuatic asylum and such other public buildings as may be required, and also to furnish stone quarries, to be worked by the prison and pauper tabor of said county. The second section provides for by the prises and pauper isbor of said county. The second section provides for the appointment by the Justice of the Supreme Court of Hudson county of three disinterested, impartial and judicious freeholders, residents in the county of Hudson, as commissioners to examine and appraise the said lands, and to assess the damages after fifteen days' netice is given to the persons interested, and upon a resolution to be passed by the Board of Freeholders requesting said Justice to make such appointment. The proof of payment or tender of amount awarded by these commissioners small at all times be considered as pienary evidence of the right of said Board of Freeholders to have, hold, use, &c., the said lands. If the owner or owners of any of the lands feel agrieved by the decision of the commissioners they may appeal to the next Orrout Court of Hudson county. The third section provides that the Circuit Court shall have power to direct a proper issue for the trial of said controversy and to order a jury to be struck and a view of the premises to be had, and it shall be the duty of said jury to assess the value of the said lands and damages sustained; and if they shall find a greater sum than the said commissioners shall have awarded their judgment thereon and costs shall be entered against said Board of Freeholders to sell off so much of the meadows and low lands as in their judgment may be dispensed with, and use the proceeds to purchase the lands authorized to be taken and condemned by this sact, or, if not sold for cash, to apply the interest received on the proceeds of sale to the seminant payment of the interest on the bends hereinafter to be created to meet incidentals, and the principal to be applied to the payment of said lands by placing the same in the hands of the Commissioners of the Sinking Fund of Hudson county. The seventh section when they become due and payable. There shall be raised by tax, at the same time and in the same manner as the county taxes are raised, such sum as the Board

tax, at the same time and in the same manner as the county taxes are raised, such sum as the Board of Freeholders shall elect each year for such purposes.

A bill introduced by Mr. Washburn, for the relief of the Tubular Transportation Company of Staten Island, sets forth that the charter is given for the purpose of constructing, maintaining and operating a tunnel or tunnels under the bed of the waters of the Kill Von Knil, or Staten Island Sound, between the States of New York and New Jersey, and that said company be given the right to enter upon said land the tunnels of said company at any point or points on said waters in the State of New Jersey, opposite Staten island, and that said company may select a location after first obtaining consent of the eweners of said property. If the owners will not consent to give such property commissioners shall be appointed to estimate the damages.

Mr. Jarrard introduced a bill in the Senate to incorporate the Greensville Gaslight Company, with a capital stock of \$2,000,000, for anplying gas to Jersey City and other towns of Hudson county.

A bill was introduced in the House authorizing the Board of Chosen Freenolders of Monmouth county to raise \$110,000 to build a new count house and jail.

When Mr. Patterson's concurrent resolution calling for a special committee of both houses to investigate the affairs of the New Jersey Southern and other railroads came up in the Senate, Mr. Sewell, brigadier general of Tom Scott's forces, moved to amend by referring it to the Committees on Railroads and Cansls instead of to special committees, which was adopted without a dissentient voice. This action of the Senate was reported to the House shortly afterwards, when Patterson made one of his characteristic speeches in denunciation of the action of the Senate, which, he said, placed his resolution in such a shape that "it will hang fire." He said he offered it in good faith in behalf of the interests of poor, suffering humanity on the line of the fairoads should show cause why they had

General Portillo's Desperate Situation Beef Pifty Cents per Pound-Foreibie Desperate Efforts of the Spaniards. are taken has been received by a prominent mem-ber of the Amigos de Cuba Society. It is dated Puerto Principe on the 1st inst. It says:—

Puerto Principe on the 1st inst. It says:—

During the past month General Portillo received the command of this (the Central) department. His fame as the pacifier of the Cinco Villas has come before him, and in it the Spaniards found their hopes for the possible restoration of peace to this district. But it is a thing which, to me, seems very difficult, for the experience which I have had in the war impels me to predict that Portillo will fall as his predecessors have done. On the first day of this month the patriots presented themselves in force in the cultivated region, and carried off all the cattle which they found there. All the men able to bear arms joined the Cubans. The movements of the revolutionists were seen from the housetops of Paerto Principe, and every day since until now they make their rendeavous in sight of the city. They take everything that may be useful to them without meeting any resistance.

thing that may be useful to them without meeting any redistance.

There is a report in secret circulation among the officers of the army that Colonel Montaner has been deleated, but no particulars can be arrived at.

Portillo, with all the available forces that he could concentrate, went out, but was obliged to make forced marches in order to reach Puerto Principe, lesing many of his men on the way. I have heard a Spanish officer say that Portillo stated in a meeting of officers that the rebellion is so strong in this department that unless he received is,000 or 12,000 men to reinforce him all his operations must fail and every effort on his part would be useless, and that if reinforcements were not sent soon he was prepared to resign his command and leave the glory of achieving success to some one else.

would be useless, and that if reinforcements were not sent soon he was prepared to resign his command and leave the glory of achieving success to some one else.

I have also learned through the Spaniards that Coionel Esponda, with all his lorces, has been ordered to Manzaullio, and that then he is expected to come with all haste to Camaguay.

The state of your dear Camaguay is lamentable. It is necessary to be a person of importance in order to obtain fresh meat, and then very bad, paying fifty cenus a pound for it. Rice, potatoes and Adecs (vermicelli) are to-day in the list of articles of inxury, because their prices have risen higher than the people can pay. When a small quantity of gold can be had it is changed at 100 per cent premium, and I have heard many persons say that they would not give \$100 in gold for \$300 in paper. This will prove to you that many perceive the critical hour to be near and do not want to trust the morrow. Finally, my dear friend, the people wbo have emigrated may be very thankful to their orothers in the field. We nere understand what passes. The deleats of the Spanish troops follow each other with such frequency that, notwithstanding their great caution in hiding disasters, we learn of them now and then through our sufferings, which they attribute to the hand of God; but the truth is that they are combatting with men who are courageous, well armed, and who, in six years, have not opened their mouths to ask a cent of pay nor a pound or meat when they were hungry. Their resolution is unbending. They dare all daugers and privations, even to death or victory; thus placing their country on the elevated position that she deserves, and by their glorious deeds are forcing their chemies in the last corner of shame and defeat.

In view of the impossibility of receiving men from Spain, a project of forcible recruiting was talked of and of placing a force of 15,000 or 20,000 Cubans on a war footing, to send them to the front against their brothers. This is the last scoper of shame and defeat.

FIRE COMMISSIONERS.

The Fire Commissioners held a meeting yesterday, but transacted only routine business, such as applications from would-be firemen, auditing of bills, &c. The only point of interest was the adop-tion of a resolution for advertising for four chemi-cal engines, in conformity with a resolution of the Board of Apportionment, already published in the HEBALD. HORSE NOTES.

The Charleston (8. 0.) News and Courier say on the Washington course are at an cud. The necessary fund has been subscribed and the official nnouncement is published. The races will com-

John Trout, who has been driving the trotting horses of Aiden Goldsmith for several years past, has been engaged by William Lovell to drive American Girl and his other trotters next aummer. American Girl has had many drivers since she became the property of Mr. Lovell; but she never had a better than the one who handled her last

the record.

The proprietors of the Downieville stage line have shod their horses running between Campton-ville and Downieville, Oal., with snow shoes, by the use of which they are cambied to travel over the anow banks without sinking into them. The Newada Franco'nt gives the following description of the shoe and its fastonings:—"It is Satis inches in size, made of maleable from, and covered on one nide with India rubber, which is well riveted to the plate. In the center of the plate on the other side is a horse shoe of common size, with sharp toe and heet corks. This size is riveted solidly to the plate. The snow since is nationed to the foot or a horse by means of a cusp with a swivel screw, and with fixed thereon the horse shoe beneath the plate is fixed directly under the hoof of the animal.

Although it was reported before his marriage that the Duke of Hamilton intended to sell off all his fast racers, he has booked nominations to some

The promising steeplechase borse Canon, by The Plying Dutchman, dam Coal Black Rose, while out with his owner's (Sir Robert Bateson Harvey) harriers, January 8, near Langley Station, put his foot in a rabbit hole, and, breaking his thigh, was

immediately shot.

Mr. R. Hillier will match his horse Albert Victor to trot Mr. Hodgin's Black Hawk Jenny two miles, for not less than 250 a side, on a fair turnpike road. Bell's Life to be stakeholder, so as to avoid having any lawyer's letters. Mr. Hillier will oe at Mr. Bullard's, The Crown, Spitadfelds Market, on Mon-day evening next, prepared to make a match. Mr. Robert Carr, Liverpool, will trot his mare Just in Time against any mare or horse breathing twenty-five miles over Aintree Race Courne, for £200 a side, or any pertion up to £1,000 a side, to come off within a month of signing articles. An answer through this paper will receive immediate attention. Bell's Life to be stakeholder and appoint a referee.

attention. Bell's Life to be stakeholder and appoint a referee.

Mr. Rehard Banwood Jones, of Bradworth Hall, near Pontefract, died on the 'th' inst. Mr. Jones was well known on the Northern turf, having been a most liberal supporter of it for the past thirty years, as his colors were generally to be seen at Pontefract, York, Donosster, Stockton, Thirsk, Newcastle-on-Tyne, Richmond and other Northern meetings. Mr. Jones was in his sixty-fourth year.

Mr. Hawkins, of Walsall, will match his horse Jackey to trot Mr. hoore's mare Just in Time forty-five miles on the Lichfield and Burton turnpike road, on Monday, January 26, for £100 a side. Bell's Life to be stakeholder and referee, or appoint one. A deposit sent to Bell's Life and articles to Mr. Hawkins will insure a match. Mr. Hawkins will decline making a match on any other terms.

In answer to Mr. Moore's challenge in last week's Bell's Life J. Rook, of the Locomotive Inn, Gidham road, Manchester, will match Steel Grey to trot Mr. Moore's mare Just in Time, from one mile to ten miles, round any race course, or on any fair turnpike road, for any sum from £200 to £1,000 a side. Bell's Life to be stakeholder and referee, or to appoint one. To trot in two months from signing articles. By applying to J. Rook a match can be insured.

ing articles. By applying to I Rook a match can be insured.

The hint that was given by BeU's Life, of the 8d instant, "that the resolution to send Prince Charlie to the stud might be changed, was based on a good foundation. as he has been entered with Newry, Tangible, Blenheim, Trombone and Oxonian in a T. Y. O. Sweeptakes at the Newmarket Pirst Spring, as well as in the Rous Stakes at the Second Spring, the All-aged Stakes at the Houghton and the race of the last mentioned title at Ascot."

On Monday hast a match was made for £10 a side, between R. Corbett's Kitty, 13% hands high, and J. Baliard's Tommy, 12% hands high, the latter conceding 200 yards start in live miles, to trot on a turnpike road within a lorinight. The wheresbouts and all particulars can be ascertained any time at Mr. F. Johnson's, the new East End trotting rendezvous, Bacon street, Spitalfields; Mr. Wilson's, Hare street, Brick lane; or J. Ballard's, Spitalfields Market.

Spitalfields Market.

A gentleman is prepared to match his pony, under 13 hands high, to trot Mr. R. Corbett's Kitty, or any other pony in the world no higher, a straight away race, for £100 or £200 a side, to take place on a turnpike road half way between home and home, within a month from signing articles. Both to start together and trot for one hour. Bett's Life to choose the road and appoint a referee. The match can be made any night next week, between the hours of seven and ten, at F. Johnson's, the Ship Tavern, Bacon street, Spitalfields.

In reply to repeated inquiries and observations

Johnson's, the Ship Tavern, Bacon street, Spital-fields.

In reply to repeated inquiries and observations once and for all Mr. D. Allen challenges the world:—
That no pour 12 hands high trots one or two miles in narness and equals the late Master George's time in his public performance of August 17, 1870, for £100 a side, and agrees to accept and abide by the decision of the reporters of the sporting press then present, and deposits £25 in our hands to make the match, or will meet any one with that object in view at 94 Shoreditch, or at W. Wright's, the White Heart lavern, cliliton street, Pinsbury, any night next week.

Tom Olliver expired at his residence at Wroughton, near Swindon, January 7, where for some years past he has acted in the capacity of private trainers of Mr. Cartwright, Olliver made his first mark invite as a cross-country lockey, and many brave deeds in the saddle are recorded of him. He gained his first public laurels in December, 1837, at St. Albans, with Mr. Anderson's The Reformer, beating Lottery and six others, and in 1899, the first year of the great chase, was second on Seventy-lour to the famous Lottery. He won the Grand National in 1842, with Gaylad; in 1843, with Vanguard, and in 1852 with Feter Simple.

	1867.	1868.	1869.	1870
Liverpool Steeplechase City and Suburban Great Metropolitan Northamptonshire Stakes. Newmarket Handicap Chester Cup	113 82 84	141 94 96	107 47 80 60	8 8
	1871.	1872	1873.	1874
Liverpool Steeplechase. City and Suburban Great Metropolitae Northamptonshire Stakes Newmarket Handicap Chester Cup.	111 166 76 51 81 124	156 76	129 53 48 61	3 5

The contrast between the English and American trotting horse cannot be better exemplified than by the following list of challenges taken from Bett's Life in London. It will be seen that all the trotters named must be either galloways or ponies, between eleven and thirteen hands high. To call such pigmies wotting horses seems ludicrous. They will bear no comparison with our large, coble animais, that in conformation rival the boroughbred racer, and we cease to wonder why the better class of Englishmen ignore trotting as a pastime. It would be dimenli to entice an American behind an English trotting horse answering to the following description:—

"Mr. Worrell, gunmaker, of Portsmouth, having got his old favorite pony, Crasy Jane, back again, thinks she is laster than ever she was, and, being fond of a little sport, he begs to say she shall trot any pony in harness belonging to Portsmouth or the neighborhood, and give 100 yards start in two miles, and not particular to an inch or so in height, for from £10 to £25 a side; or she shall trot any pony in England under 11½ hands high, three miles, and rether pony to draw less than twenty-six stone (368 pounds), including driver, trap and harness, for £26 a side, and give £2 to trot in the neighborhood of Portsmouth."

CITY AND COUNTY TREASURY.

Comptroller Green reports the following disbursements and receipts of the treasury yesterday:-

ments and receipts of the Disacrafts warrants (fity). amount-Payrolls (number of warrants two), amounting to Total section of agreements and interest 13,329
From taxes of 1873 and interest 13,329
From collection of assessments and interest 2,854
From market rents and iced 1,897
From water rents 599
From includes, Mayor's office 53
From fees and dines, District Courts 71

FOOD FREIGHTAGE

The St. Louis Memorial to Congress on the Eastward Grain Movement.

IS THE ERIE CANAL USELESS ?

Attempt of Advocates of Mississippi River Improvements to Make This Appear-A Demand for \$16,000,000 from the National Treasury.

A long memorial, accompanied with copious statistical tables, has recently been adopted by the Board of Directors of the St. Louis United Merchants' Exchange for presentation to Occurrent, urging prompt and liberal appropriations from the federal Treasury for the improvement of the Mississippi and its navigable tributaries. The document gratefully acknowledges that Congressian aready, by a series of appropriations, recognized the claims of the wast region drained by the Mississippi and its affluence to mational aid in the states that for years the movement of the products of Western agriculture to Eastern consumers has been embarrassed on account of its eaermous quantity, and the small value in proportion to its bulk and weight rendering the freightage over long distances onerous both to producer and consumer. In a single year 5,500,000 tons of regetable food has been moved eastwardly by only five routes. Other routes have darried nearly souths. in a year of full crop raise 364,000,000 bushels grain for shipment, of which 238,600,000 bushels geastward. Beside this they send East 2,500,000 tos

natural outlet for 0,000,000 tons. It then proto a consideration of the route from the grain producing districts toward New You way of the lakes and the canais of our Stationard Country of the lakes and the canais of the lakes and the canais of the lakes and the c

way of the lakes and the canais of our State, at follows:—

In the rapid development of our country the location of the surplus agricultural products has advanced so fat to the westward that the cost of moving thy rait to the lakes has, in effect, closed the route by lake and canal to a large proportion of that surplus. It is a startling floot that the quantity of agricultural products moved easiered the late of the transporters of the canal was completed. But the quantity of vegetable food moved by the New York Central, Eric and Pennsyrvania railroads has increased 150,078 tons in 1862 to 2,770,64 tons in 1852. The railroads actually move not only every bushel of grain sedded since 1863 to the surplus of the west, but in 1872 over 810,000 tons of the canality formerly moved by the canals. This is in part because the celargement of the canals has wholly failed to produce the expected reduction in cost of transportation. Official records show that, while the State of New York has reduced its tolls one half, or \$106 per ton, from Buffale to Albany, the charges of transporters are not only higher than they ware in 1852, but have averaged dince the reduction of tolls, for 1570 to 1872 inclusive, \$2.46 per ton, whereas the average for the years 1865 to 1861 inclusive mas only \$2.05 per ton. Official records also show that in 1869, even with rates higher than \$2.46, the transporters affered severely and began to look for other employments. It must be concluded that the rates are as low as can be reached by the present method of operating that the enlargement, by increasing the time reducted for trips, the cost of boats and haulage, and the capital losing interest when the canal is not fully employed, has more than neutralized any gata by the use of larger boats, and that further enlargement would be of questionable benefit. have to bear nearly the whole cost of the return triggs ance toils on eastward are to toils on workward freight of products is such that the average employments of products is such that the average employments of reasporters during the past six years has been equivalent to dive months and a quarter of full work yearly, and that the rates on grain, averaging a little less than with remarkable regularity when the crops begin he move, and for three years have everaged twelve and three-tenths cents in September. thirteen and nine-tenths cents in September. Thirteen and nine-tenths cents in September. Thirteen and nine-tenths cents in their bearing on the cost of transportation by that route, and the possibility of Securing lower rates, either by enlargement of New York Causais or construction of others and the possibility of Securing lower rates, either by enlargement of New York Causais or construction of the cost of transportation by that metals and the possibility of Securing lower rates, either by enlargement of New York Causais or construction of the man of the cost of cransportation by the metals and the construction of the cost of transportation by the metals and the construction of the cost of transportation by the metals of the cost of the cost of transportation by the metals of the cost of transportation by the metals of the cost of the cost of transportation by the metals of the cost of transportation by the metals of the cost of transportation by the metals of the cost of transportation by the metals of the cost of transportation by the cost of transportation by the cost of transportation by the cost of the cost of the cost of the cost of transportation by the cost of the cost of